



August 26, 2013

To: Members of the Board of Directors
From: Darrell Johnson, Chief Executive Officer
Subject: Measure M2 Progress Report for April 2013 Through June 2013

Overview

Staff has prepared a Measure M2 Progress Report for the period of April 2013 through June 2013 for review by the Orange County Transportation Authority Board of Directors. Implementation of Measure M2 continues at a fast pace. This report highlights progress on Measure M2 projects and programs and will be available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Background

On November 7, 2006, Orange County voters, by a margin of 69.7 percent, approved the renewal of the Measure M Plan (Plan) one half-cent sales tax for transportation improvements. The Plan provides a 30-year revenue stream for a broad range of transportation and environmental improvements, as well as an operating ordinance which defines all the requirements for implementing the Plan. The ordinance designates the Orange County Transportation Authority (OCTA) as responsible for administering the Plan and ensuring OCTA's contract with the voters is followed.

The Measure M2 (M2) transportation ordinance and investment plan, Ordinance No. 3, requires quarterly status reports regarding the major projects detailed in the ordinance be filed with the OCTA Board of Directors (Board). All M2 progress reports are posted online for public review.

Discussion

This quarterly report reflects current activities and progress within the overall M2 Program for the period of April 1, 2013 through June 30, 2013 (Attachment A).

The quarterly report is designed to be easy to navigate and public friendly, reflecting OCTA's Strategic Plan transparency goals. The report includes budget and schedule information included in the Capital Action Plan, Local Fair Share and Senior Mobility Program payments made to cities this quarter, as well as total payments from M2 inception to June 2013.

This quarter, the M2020 section was updated to provide further progress/status towards meeting the 14 objectives and managing the ten major risks outlined in the M2020 Plan.

Quarter Highlights

- On May 1, 2013, OCTA and the California Department of Transportation broke ground on State Route 91 (SR-91) between the Interstate 5 and State Route 57 (Project H), third series of "A Better 91" projects. Construction has started which will add a new, four-mile westbound general purpose lane to a key stretch of the SR-91 in the cities of Anaheim and Fullerton.
- Final design and right-of-way phases for the SR-91 between State Route 55 and the Tustin Avenue interchange (Project I) were completed in April 2013, and the project was advertised on June 17, 2013.
- Grade separation projects on Tustin Avenue/Rose Drive and Orangethorpe Avenue started construction this quarter to bridge the vehicular traffic over railroad tracks and eliminate the need for traffic to stop at crossings.
- The recirculation of a supplemental draft environmental impact report (EIR)/environmental impact statement for Interstate 405 (Project K) began on June 28, 2013, and is scheduled to complete on August 12, 2013. Also, on April 22, 2013, the Board approved the exploration of Concept A (two general purpose lanes in each direction plus conversion of the existing high-occupancy vehicle lane to a high-occupancy toll/express lane in each direction) and Concept B (two general purpose lanes in each direction, but truncating the second general purpose lane in the northbound direction at Valley View Street). Staff is in the process of screening the two concepts and will return to the Board in September 2013 for further discussion. The planned completion of the environmental process will occur one month later than previously expected.
- Five applications from the cities of Dana Point, Huntington Beach, La Habra, Laguna Beach, and Lake Forest were approved by the Transit

Committee for Project V (Community-Based Transit/Circulators) on June 13, 2013.

- On June 19, 2013, a second Tier 2 call for projects was released. This second call will conclude on September 20, 2013. Staff will be holding workshops and meetings with potential applicants to provide early feedback on projects.
- To improve traffic flow on city streets, OCTA is working with local jurisdictions to synchronize signals and improve roadways. Eighteen applications were received, and the Board approved 14 projects for funding on April 8, 2013. These 14 projects cover 108.5 miles with 829 intersections, at a cost totaling \$19,424,226.
- The two fixed-guideway projects continue to make progress. The City of Anaheim and OCTA presented the Anaheim Rapid Connection's (ARC) project costs and benefits supported by the ARC Alternatives Analysis Report to the Board in April and June 2013. The Santa Ana/Garden Grove project team and OCTA reviewed and addressed comments received from the Federal Transit Administration (FTA) on the draft environmental assessment/EIR. Staff also held a conference call with the FTA in June to review the last remaining comments. Upon final approval from the FTA, the report will be released for public review and comments.
- The organizational assessment to ensure OCTA's success in delivering the M2020 Plan is continuing to focus on the program level assessment, and the final review will cover overall organizational readiness. Findings resulting from the study are expected to be presented to the Board by the end of the year.
- The final report of the second M2 Performance Assessment for the time period of July 1, 2009 through June 30, 2012, was completed and presented to the Board on April 8, 2013, and to the Taxpayers Oversight Committee on April 9, 2013. The 12 findings will be addressed and implemented over the course of the year.

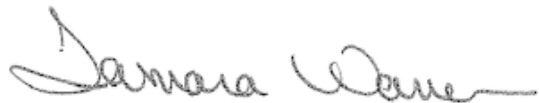
Summary

As required by M2 Ordinance No. 3, a quarterly report covering activities from April 2013 through June 2013 is provided to update progress in implementing the M2 Transportation Investment Plan. The above information and the attached details indicate significant progress on the overall M2 Program. To be cost-effective and to facilitate accessibility and transparency of information available to stakeholders and the public, the M2 progress report is presented on the OCTA website. Hard copies are available by mail upon request.

Attachment

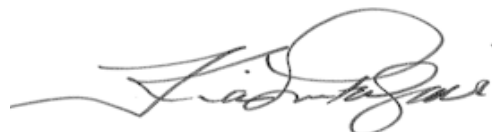
- A. Measure M2 Progress Report – Fourth Quarter of Fiscal Year 2012-13 – April 1, 2013 through June 30, 2013

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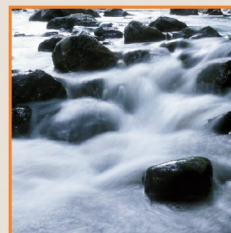
Fourth Quarter Highlights:

- Freeway Projects
- Streets and Roads
- Environmental Cleanup & Water Quality
- Freeway Mitigation Program
- Finance Matters
- Program Management Office
- Summary

Measure M2

Progress Report

Fourth Quarter of Fiscal Year 2012-13
 April 1, 2013 through June 30, 2013



Measure M2

Progress Report



PROGRESS REPORT

SUMMARY



As required by the Measure M2 (M2) Ordinance No. 3, a quarterly report covering activities from April 1, 2013 through June 30, 2013 is provided to update progress in implementing the M2 Transportation Investment Plan.

To be cost effective and to facilitate accessibility and transparency of information available to stakeholders and the public, the M2 progress report is presented on the Orange County Transportation Authority (OCTA) website. Hard copies are mailed upon request.

Measure M2

Progress Report



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Measure M2

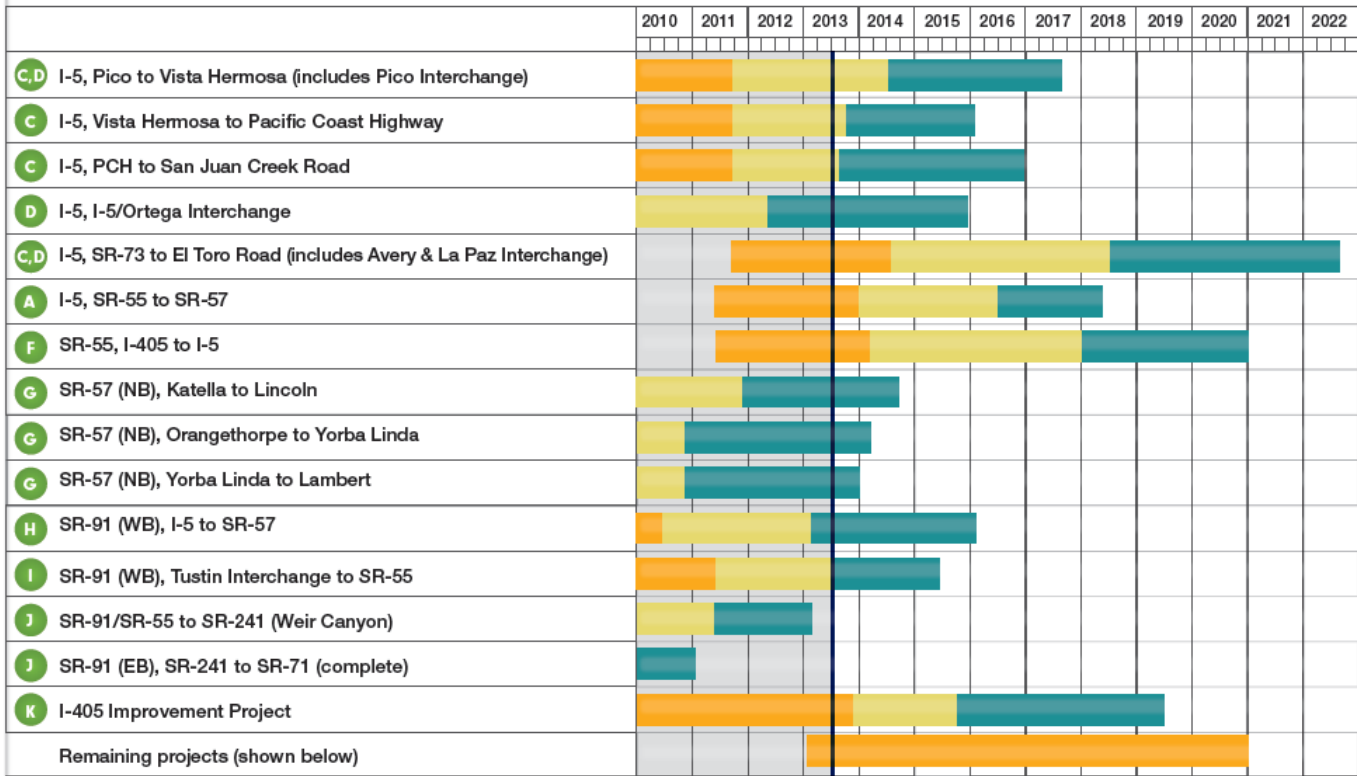
Progress Report



M2020 Projects

Environmental ■ Design/Right of Way ■ Construction ■

M2020 Freeway Projects Through Construction



M2020 Freeway Projects Through Environmental Phase

- B** I-5 Widening (SR-55 to I-405)
- I** SR-91 Widening (SR-57 to SR-55)
- D** I-5 / El Toro Road Interchange Improvements
- J** SR-91 Widening (SR-241 to I-15)*
- F** SR-55 Widening (I-5 to SR-22)
- L** I-405 Widening (SR-55 to I-5)
- G** SR-57 NB Widening (Orangethorpe Avenue to Katella Avenue)
- M** I-605 / Katella Ave. Interchange Improvements
- G** SR-57 NB Widening (Lambert Road to County Line)

* Project environmentally cleared as part of the Riverside County Transportation Commission's Corridor Improvement Project.



M2020 UPDATE

M2020 Plan

M2020 Plan

On September 10, 2012, the Board of Directors approved the M2020 Plan; an eight-year plan that outlines projects and programs for all modes of transportation to be delivered on an expedited schedule between now and the year 2020. The plan also positions OCTA on a course to go beyond the early implementation projects if additional external funds can be accessed sooner. Below is a summary of our progress towards meeting the eight-year objectives, including a summary of the risks identified in the adopted plan.

Contact: Tami Warren, PMO
(714) 560-5590

Progress Update

The M2020 Plan identified 14 objectives. Significant progress has been made, with many projects advancing to construction.

Although funded separately, the M2020 Plan also includes a provision for issuing bicycle and pedestrian calls for projects, contingent on available Congestion Mitigation Air Quality (CMAQ) funds. One call has been held to date, providing up to \$9.4 million in funding for 21 projects. The next call for projects is anticipated to be released in fall 2013, pending Board approval in August.

A summary of the progress to date for each of the 14 objectives identified in the Plan is outlined below.

M2020 Plan Objectives

1. Deliver 14 M2 freeway projects.

Two of the 14 projects are already complete; this includes two segments of Project J (SR-91) between SR-55 and SR-241 and between SR-241 and SR-71, and Project E (SR-22 Access Improvements). Additionally, five projects are currently in construction; three on SR-57 between Katella Avenue and Lambert Road (see timeline on previous page), one on the I-5 at Ortega Highway, and one on SR-91 between the I-5 and SR-57. All 14 projects will either be in construction or complete by 2020 as planned.

2. Complete environmental phase for 9 remaining M2 freeway projects.

One of the nine projects (SR-91 between SR-241 and SR-71) is already cleared environmentally through RCTC's Corridor Improvement Program. The environmental phase for Project B (I-5, SR-55 to SR-133) is anticipated to begin in September 2013. Additionally, four more projects are scheduled to begin the environmental phase in 2014. As planned, all nine projects will complete the environmental phase by 2020.

3. Invest \$1.2 billion for Streets and Roads projects (Projects O, P, and Q).

To date, nearly \$2 million in projects are complete, with more than \$30 million currently in construction; as well as significant portions of the \$455 million committed to the OC Bridges grade separation projects currently in construction. This accounts for the Project O and P portion of the proposed \$1.2 billion to date. In addition, approximately \$89 million of Local Fair Share funds (Project Q) has already been distributed to local agencies, with approximately \$50 million expected to be distributed yearly through 2020.



4. Synchronize 2,000 traffic signals across Orange County (Project P).

Through the three M2 Calls for Projects so far, more than 2,000 signals have been designated for improvements. Development of agreements with local agencies are in progress, and are expected to be completed by the end of 2013. It is also anticipated that over the next three years, more than half of the 2,000 signals will be synchronized. These are in addition to the 829 signals already synchronized to date. All 2,000 signals will be synchronized as planned by 2020.

5. Expand Metrolink peak capacity and improve rail stations and operating facilities (Project R).

Although well underway before the M2020 Plan was adopted, part of Project R (Metrolink Grade Crossing Improvements) was completed as part of the Metrolink Service Expansion Plan (MSEP). This enhanced 52 Orange County rail-highway grade crossings with safety improvements, whereby the cities of Anaheim, Tustin, Orange, Santa Ana, Irvine, and San Clemente established quiet zones at respective crossings. Additionally, OCTA is reviewing plans to determine the best approach for peak capacity service expansion. This includes a determination on how to re-deploy a number of the trains for improved service results.

6. Expand Metrolink service into Los Angeles (Project R).

Part of OCTA's re-deployment consideration (as mentioned above) involves possible options to provide new trips from Orange County to Los Angeles and San Diego counties, contingent on available funding and cooperation with involved counties. OCTA is currently working with Burlington Northern Santa Fe (BNSF) and the Los Angeles County Metropolitan Transportation Authority (Metro) to address any track-sharing issues, and plans to return to the Board with an update in fall 2013.

7. Provide up to \$575 million to implement fixed-guideway projects (Project S).

At this time, two fixed-guideway projects are in the process of being implemented: the Anaheim Rapid Connection (ARC) Project and the Santa Ana-Garden Grove Fixed-Guideway project. To date, the Board has awarded funding for preliminary engineering of approximately \$18 million to the City of Anaheim and \$10.98 million to the City of Santa Ana, totaling approximately \$29 million. This total is not included in the proposed \$575 million amount.

8. Deliver improvements that position Orange County for connections to planned high-speed rail projects (Project T).

The City of Anaheim continues moving forward on the Anaheim Regional Transportation Intermodal Center (ARTIC) with construction underway. Activities this past quarter included completion of the bridge supports for the concourse bridge, installation of the pedestrian and baggage tunnels, and grading of bus facilities and other preparation work for the terminal building. Construction is on schedule and is anticipated to be complete in late 2014.

Measure M2

Progress Report



9. Provide up to \$75 million of funding to expand mobility choices for seniors and persons with disabilities (Project U).

To date, over \$9.1 million has been provided to local agencies and the County of Orange for the Senior Non-Emergency Medical Transportation and Senior Mobility Programs.

10. Provide up to \$50 million of funding for community-based transit services (Project V).

The first call for projects for \$28 million closed on March 29, 2013. The Board approved five applications from the Cities of Dana Point, Huntington Beach, La Habra, Laguna Beach, and Lake Forest, for a total of up to \$9.8 million on June 13, 2013. Projects slated for implementation over the next year include a variation of: vanpool connections from local employment centers to transportation hubs, special event and seasonal transportation services, and local community circulators to shopping, medical, and transportation-related centers.

11. Acquire and preserve 1,000 acres of open space, establish long-term land management, and restore approximately 180 acres of habitat in exchange for expediting the permit process for 13 of the M2 freeway projects (Projects A-M).

The Freeway Mitigation Program is proceeding as planned, with five properties acquired (950 acres), and five of the 11 restoration projects approved by the Board underway (totaling 400 acres). The Board has authorized \$42 million for property acquisitions, \$10.5 million to fund habitat restoration activities, and \$2.5 million for conservation plan development and program support, for a total of approximately \$55 million.

12. Complete resource management plans to determine appropriate public access on acquired properties.

The draft interim resource management plans are under preparation concurrent with the Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) and Draft Environmental Impact Report/Statement (DEIR/DEIS). Public release of the draft NCCP/HCP and DEIR/DEIS is expected to take place in fall 2013, with continued biological monitoring of acquired properties ongoing. The public will have an opportunity to weigh in on the NCCP/HCP, DEIR/DEIS, and draft interim resource management plans before they are finalized.

13. Implement water quality improvements of up to \$20 million to prevent flow of roadside trash into waterways (Project X).

Screens and inserts for water quality improvement projects have been funded at various locations throughout Orange County. Sixty-seven Tier 1 projects have been authorized by the OCTA Board, totaling \$5.6 million. These projects will be completed within a one- to two-year timeframe.

14. Provide up to \$38 million to fund up to three major regional water quality improvement projects as part of the Environmental Cleanup Program (Project X).

Eight Tier 2 projects have been authorized by the OCTA Board totaling \$12.71 million. These projects are expected to be in construction by June 2014.



Key:



On Track



At Risk



One to Watch



Status Pending

M2020 Risk Update

The M2020 Plan identified 10 major risks as a result of the aggressive advancement of M2 projects and programs. OCTA recognized that these risks need to be actively addressed to ensure delivery of the plan by 2020. The 10 major risks are listed below with the actions taking place to address them.

M2020 - Major Risks

	Organizational Risk	Proposed Action	Explanation
	1 Organizational readiness to tackle multi-billion dollar capital program considering scale of projects.	An organizational assessment of M2 with a special emphasis on organizational structure necessary to deliver M2020 is currently underway. The study is on target to be completed in summer 2013.	Early findings indicate some resource needs and adjustments but no blanket fatal flaws.
	2 Realistic assessment of delivery schedules and required resources.	The organizational assessment will include a report on best practices and peer agency approaches to project schedule and resource analysis.	Early findings indicate that OCTA's use of Project Controls is very effective in this area. The addition of a Project Controls function in the PMO department will provide added value.
	3 Availability of specialized staff given the scope of right-of-way (ROW) activities - between 202 and 365 parcels affected (includes temporary construction easements) by the I-405 alone depending on the alternative selected.	The organizational assessment currently underway is assessing the ROW department's resources, capabilities, and workload, and developing recommendations to address the needs of M2 and the M2020 Plan.	Early findings have indicated an issue with the current ROW resources. The final assessment is expected to have recommendations on how this peak load can be best addressed. Additionally, the pool of ROW consultant resources is limited due to the high demand for ROW activities. This will require close monitoring to ensure qualified assistance is available.
	4 Availability of management and technical capabilities to deliver/operate future rail guideway projects.	Prepare a report on guideway project delivery and operation management plans concurrent with completion of the respective environmental phase.	The current project status has not yet reached the point to move forward with initiating the management plans. Early findings from the Organizational Assessment indicate the need for additional resources if OCTA decides to move forward as the owner/operator of the guideway projects.
	5 Exposure to added bond costs due to schedule changes.	A Plan of Finance to address the optimal finance dates and structure was developed and approved by the Board on November, 26, 2012. The plan includes a conservative approach with three debt issuance dates which allows for flexibility in how much debt to incur and when.	The adopted Plan of Finance is in line with current project and program plans. Staff is currently conducting a review of the M2020 Plan and the Plan of Finance. An update with any (if needed) recommended changes will be provided to the Board next quarter.



	Organizational Risk	Proposed Action	Explanation
6	Delay in project phases affecting overall costs and ability to deliver M2020.	Identify critical program activities and develop strategies to minimize delays.	A critical factor in delivering the M2020 Plan is based on keeping project costs and schedules on target. The recirculation of the I-405 (Project K) has the potential to impact the delivery schedule. As of now, the project remains deliverable within the current schedule. Any further delay may impact the cost of the project.
7	Changes in priorities over the life of the program.	Implement a defined process to assess tradeoffs of changes in priorities.	The Plan of Finance adopted by the Board in 2012 included M2020 Plan Priorities and Commitments with 12 core principles to guide the Board in the event of a needed change.
8	Legislative authority to use design/build (D/B) for delivery methods.	OCTA has sponsored legislation to allow for the delivery of the I-405 improvements utilizing a design/build delivery method. Assemblyman Tom Daly is the author of this bill (AB 401).	The bill is pending in the senate and is anticipated to be heard in August. In order to be considered this year, the bill must pass the senate and go to the Governor by September 13, 2013.
9	Internal/external agency functional units not available, overloaded, or have competing priorities.	The current organizational assessment is conducting a workload analysis to determine what is required for staffing and contracting out to deliver the M2020 Plan. The review is particularly focused on contracting, project management, project controls, and accounts payable resources. Proposed actions also include partnering with Caltrans to align priorities and resources, and ensuring timely implementation of Breaking Down Barriers objectives.	Initial findings of the Organizational Assessment recommend department structure changes and resource needs. In addition to ROW, resource needs are identified in CAMM and PMO departments. Consultant resources are also a concern as neighboring agencies are competing for the same limited pool of resources. A series of workshops is being scheduled with OCTA and Caltrans to discuss priorities and resource allocations.
10	Ability of local agencies to balance pavement management needs with new capacity and transit project funds for matching requirements.	Provide a comprehensive overview in a workshop setting of all funding opportunities to local agencies to support strategic decision making at the local level.	OCTA conducted a workshop in June 2013 providing local agencies with information to help them make informed decisions.

Staff will continue to provide updates on the progress of the M2020 Plan and the associated risks in these quarterly reports.



FREEWAY PROJECTS

Interstate 5 (I-5) Projects

PROJECT A

I-5 Between SR-55 and SR-57

Status: Environmental Study Underway

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: This quarter, OCTA continued conducting an environmental study to add lanes to the I-5 between SR-55 and SR-57 in Santa Ana. The study will evaluate options to add capacity to the existing high-occupancy vehicle (HOV) lanes and improve traffic circulation within the I-5/SR-55 interchange. The study is expected to be completed in late 2013. During the quarter, OCTA staff held a community meeting with the Park Santiago neighborhood, and continued to meet with the City of Santa Ana and the Discovery Science Center to gain support for Project A. In addition, Staff has been working with Caltrans to address their comments and to obtain approval on the design exception fact sheet.

PROJECT B

I-5 Between the SR-55 and SR-133

Status: Project Study Report (PSR) Approved

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: Project B will improve traffic flow and operations along the I-5 within the cities of Irvine and Tustin. During the quarter, a consultant was selected to prepare the Project Report and Environmental Document, and work is anticipated to begin in September of 2013.

PROJECT C & PART OF PROJECT D

I-5 Between SR-73 and El Toro Road and
I-5 Between Avenida Pico and San Juan Creek Road

Status: I-5 (SR-73 and El Toro Road) Segment – Environmental Study Underway

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: An environmental study continued during the quarter for improvements along the I-5 between SR-73 and El Toro Road in the cities of Lake Forest, Laguna Hills, and Mission Viejo. The study evaluates lane additions and interchange improvements to improve traffic flow through this area. These improvements include reconstruction of the La Paz Road and



Avery Parkway interchanges (part of Project D). The Draft Project Report and Draft Initial Study/Environmental Assessment were submitted to Caltrans for review. During the quarter, staff has been responding to Caltrans comments. It is expected that Caltrans will complete their review and approve the draft document in August 2013. The Environmental Study is expected to be completed in early-2014.

Status: I-5 (Avenida Pico and San Juan Creek Road) Segment – Final Design Underway **Contact:** Rose Casey, Capital Projects (714) 560-5729

Summary: Project C and part of Project D will widen the I-5 to add a northbound and southbound HOV lane between Avenida Pico and San Juan Creek Road in the cities of San Clemente, Dana Point, and San Juan Capistrano; also including major interchange improvements to Avenida Pico (as part of Project D). Final design is being done in three segments, with two completed this quarter and the final segment expected in early 2014. During the quarter, Ready to List status was obtained for both Segments 2 and 3 and Cooperative Agreement with Caltrans for Segment 3 construction phase was executed. Construction is anticipated to begin in 2014.

PROJECT D

I-5/El Toro Road and I-5/Ortega Highway Interchanges

Status: I-5 / El Toro Road Interchange – Draft PSR Complete and in Review **Contact:** Charlie Larwood, Planning (714) 560-5683

Summary: Project D will update and improve key I-5 interchanges to relieve street congestion around older interchanges and on ramps. The I-5/El Toro Road Interchange study includes alternatives that consider modifications to the existing interchange to provide a new access ramp to El Toro Road and two alternate access points adjacent to the interchange. The draft study is now complete and was submitted to Caltrans for review in May 2013.

Status: I-5/Ortega Highway Interchange – Construction Underway **Contact:** Rose Casey, Capital Projects (714) 560-5729

Summary: This two-year, \$86 million project will reconstruct the SR-74 Ortega Highway bridge over the I-5 freeway to improve local traffic flow along SR-74 and Del Obispo Street in the City of San Juan Capistrano. During the quarter, Caltrans Right-of-Way Contractor, Flatiron, completed



demolition of five businesses at the I-5/Ortega Highway Interchange to prepare for the widening project. Partial bridge demolition is scheduled to take place in August 2013.

While Caltrans' outreach team continues its efforts in promoting and educating the public about its upcoming construction efforts, OCTA staff continues to meet with the City's Economic Preservation Committee (EPC) on a weekly basis to develop and support programs to encourage residents and tourists to "Make it Your Mission to Experience San Juan Capistrano" the theme developed by the group. The project is anticipated to be complete by the end of 2014.

State Route 22 (SR-22) Project

PROJECT E

SR-22 Access Improvements



Status: SR-22 interchanges at Brookhurst Street, Euclid Street, and Harbor Boulevard – **Project Complete**

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: Completed in 2007, Project E added improvements at key SR-22 interchanges to reduce freeway and street congestion in the area. The project was completed early as part of a "bonus project" provided by the original Measure M (M1).

State Route 55 (SR-55) Projects

PROJECT F

SR-55 Between I-405 and SR-91

Status: SR-55 (I-405 to I-5) Segment – Environmental Study Underway

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: The purpose of this project is to increase capacity on SR-55 in the cities of Irvine, Santa Ana, and Tustin. OCTA is finalizing technical studies and preparing the Draft Project Report and Draft Environmental document. The administrative draft report was submitted to Caltrans and the Draft Environmental document is scheduled to be completed by the end of August 2013. The Environmental study will evaluate the addition of general purpose lanes, carpool lanes,



and auxiliary lanes. The study is expected to be completed in early 2014.

Status: SR-55 (I-5 to SR-91) Segment – PSR Underway

Contact: Charlie Larwood, Planning
(714) 560-5683

Summary: OCTA is developing a PSR to add capacity between the I-5 and SR-22, and provide operational improvements between SR-22 and SR-91 in the cities of Orange, Santa Ana, Tustin, and Anaheim. This quarter, the Project Study Team refined the alternatives and associated technical reports, and is now prepared to finalize which alternatives to recommend for further study in the next phase. The study is anticipated to be complete in fall of 2013.

State Route 57 (SR-57) Projects

PROJECT G

SR-57 Improvements between Orangethorpe to Lambert, Katella to Lincoln, and Orangewood to Katella

Status: SR-57 Northbound – Construction Underway

Contact: Charlie Larwood, Planning
(714) 560-5683

Summary: Construction is underway on three segments of the SR-57 freeway to add a new northbound general purpose lane through the cities of Anaheim, Brea, Fullerton, and Placentia. Caltrans is overseeing construction, which continued during the quarter.

SR-57 northbound, Katella Avenue to Lincoln Avenue: Crews are pulverizing the existing shoulder and widening the Katella Avenue and Douglas Road bridges. The project is on schedule to open by end of 2014.

SR-57 northbound, Orangethorpe Avenue to Yorba Linda Boulevard: Crews are conducting paving operations and are preparing to reconstruct on and off ramps. The project is on schedule to open by early 2014.

SR-57 northbound, Yorba Linda Boulevard to Lambert Road: Crews have shifted K-rail and are working to reconstruct on and off ramps. The project is on schedule to open by early 2014.



Status: SR-57 northbound from Orangewood Avenue to Katella Avenue – Project Study Report Underway

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: OCTA initiated a PSR to add capacity in the northbound direction of SR-57 in the cities of Anaheim and Orange. This quarter, OCTA met with study stakeholders and developed a draft PSR/Project Development Support (PDS) document for submittal to Caltrans. The study team also initiated appropriate supporting documents including the Transportation Engineering Performance Assessment; Storm Water Data Report; and Preliminary Environmental Analysis Report. The study is anticipated to be complete in approximately 18 months (early 2014).

State Route 91 (SR-91) Projects

PROJECT H

SR-91 Between SR-57 and I-5

Status: Construction Underway

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: OCTA and Caltrans broke ground on this third series of “A Better 91” projects on May 1, 2013. Since then, construction crews have been laying the ground work for major construction operations, including re-striping the project area, installing concrete safety barriers, installing storm water protection measures and erecting project and directional signage. On the public communications front, staff has conducted briefings and presentations for city officials, as well as hosted neighborhood meetings in key residential communities. When completed in late 2015, this \$75 million freeway improvement project will add a new, four-mile westbound general purpose lane to a key stretch of SR-91 located between Anaheim and Fullerton. In addition to the new lane, the project will deliver several other capital and operational improvements.

PROJECT I

SR-91 Between SR-57 and SR-55

Status: SR-91 Between SR-55 and Tustin Avenue Interchange – Project Is Being Advertised

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: This project will improve traffic flow at the SR-55/SR-91 interchange. During the quarter, the final design and right-of-way phases were concluded in April, and the project was advertised



on June 17, 2013. Bids are scheduled to open on August 8, 2013, and construction is planned to start in late 2013.

Status: SR-91 Between SR-57 to SR-55 — Project Study Report Under Review

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: OCTA initiated a PSR/PDS to increase freeway capacity by adding an eastbound general purpose lane between SR-57 and SR-55, a westbound general purpose lane between Kraemer Boulevard and State College Boulevard, and by making freeway-to-freeway connector improvements in the northbound direction between SR-57 and SR-91. During the quarter, OCTA provided the draft PSR to Caltrans for their review and approval in May 2013. Approval of the PSR/PDS is expected in September 2013.

PROJECT J

SR-91, Between Interstate 5 (I-5) and Riverside County Line



Status: SR-91, Between State Route 241 (SR-241) and State Route 71 (SR-71) – **Project Complete**

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: This completed project added six miles through a key stretch of the SR-91 between the SR-241 and SR-71 in Riverside County. The project improves mobility and operations by reducing traffic weaving from traffic exiting at the SR-71 and Green River Road. Because this project was shovel-ready, OCTA was able to obtain American Recovery and Reinvestment Act (ARRA) funding for this M2 project – saving M2 revenues for future projects.



Status: SR-91, Between SR-55 and SR-241 – **Project Complete**

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: This completed project added six miles in the westbound and eastbound direction to a key stretch of SR-91 between SR-55 and SR-241, in the cities of Anaheim and Yorba Linda. In addition to adding twelve lane miles to SR-91, the project also delivered a much needed second eastbound exit lane at the Lakeview Avenue, Imperial Highway and Yorba Linda Boulevard/Weir Canyon Road off-ramps. Beyond these capital improvements, crews completed work on safety barriers, striping and soundwalls. Completion of this project



means a total of eighteen lane miles have been added to SR-91 since December 2010.

Status: SR-91, Between SR-241 and I-15 – Environmental Study Underway

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: The purpose of this project is to extend the 91 Express Lanes eastward from its current terminus in the city of Anaheim to I-15 in Riverside County. This project will also add one general purpose lane in each direction of SR-91, from SR-241 to I-15. While the portion of this project between SR-241 and the Orange County/Riverside County line is part of Project J, the matching segment between the county line and SR-71 is part of the Riverside County Transportation Commission (RCTC)'s Measure A. During the quarter, OCTA continued working with RCTC to develop the Environmental Study. RCTC selected a design-build contractor on May 8, 2013. Final design will be completed through the remainder of 2013 and early 2014, and construction is planned to start in early 2014. With RCTC's focus on extending the 91 Express Lanes, construction of the additional general purpose lane will take place post-2025. To maintain synchronization, the matching general purpose lane improvements on the Orange County side will be scheduled to ensure coordinated delivery of both portions of the project, and will provide a continuous segment that stretches from SR-241 to SR-71. This action is consistent with the 2012 SR-91 Implementation Plan.

Interstate 405 (I-405) Projects

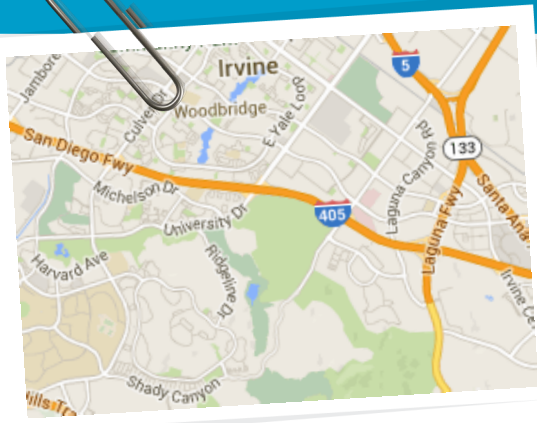
PROJECT K

I-405, Between SR-55 and I-605

Status: Draft Environmental Impact Statement/Draft Environmental Impact Report (EIS/EIR) Released

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: OCTA is preparing an environmental study to widen the I-405 through the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster. These improvements will add mainline capacity and improve the local interchanges along the corridor. The OCTA Board selected Alternative One as the Locally Preferred Alternative on October 22, 2012, and selected Parsons Transportation Group, Inc. to act as the Program Management Consultant for the Project on December 10, 2012.



On April 22, 2013, Staff presented to the Board a path forward to advance delivery of the M2 project, but also opportunities for the Board to weigh in on alternatives and explore new concepts. On April 22, 2013, the Board approved the exploration of Concept A (two general purpose lanes in each direction plus conversion of the existing HOV lane to a HOT/Express lane in each direction), and Concept B (two general purpose lanes in each direction, but truncating the second general purpose lane in the northbound direction at Valley View Street). Staff is in the process of screening the two concepts and will return to the Board in September 2013 for further discussion of existing alternatives and to present analysis findings of the new concepts.

At the request of the City of Long Beach, recirculation of a Supplemental Draft EIR/EIS began on June 28, 2013, and is scheduled to be complete on August 12, 2013. The Supplemental Draft EIR/EIS includes additional traffic information within the Long Beach/South Los Angeles County area. The Preferred Alternative is scheduled to be selected by the Project Development Team after the recirculation of the Supplemental Draft EIR/EIS is complete in October 2013.

PROJECT L

I-405 Between SR-55 and the El Toro “Y”

Status: Draft Project Study Report Complete

Contact: Charlie Larwood, Planning
(714) 560-5683

Summary: The draft PSR for Project L includes alternatives that consider the addition of one or two general purpose lanes to I-405 between Culver Drive and SR-133, and operational improvements at the I-405 and SR-133 interchange. The draft study was submitted to Caltrans for review in May 2013.

Interstate 605 (I-605) Projects

PROJECT M

I-605 Interchange Improvements

Status: Project Study Report Underway

Contact: Charlie Larwood, Planning
(714) 560-5683

Summary: This project will improve freeway access and arterial connection to I-605 at Katella Avenue in the City of Los Alamitos and the County of Orange. Planned improvements may include enhancements at the on/off ramps in addition to operational improvements on Katella Avenue



at the I-605 interchange. Preliminary engineering is expected to begin July 2013.

PROJECT N

Freeway Service Patrol

Status: Service On-going

Contact: Sue Zuhlke, Motorist Svcs.
(714) 560-5574

Summary: Freeway Service Patrol (FSP) funded by M2 began operation June 2012. During the quarter, the mid-day service provided assistance to 1,434 motorists, weekend service provided assistance to 736 motorists, and construction service provided assistance to 540 motorists.

In January 2013, a new FSP tracking and data collection application was launched. When data was compiled for the last M2 quarterly report (January—March 2013), non-M2 funded construction service was mistakenly included in the mid-day and weekend assist information, resulting in higher reporting. Actual assistance for mid-day service should have been reported as 1,304, with weekend service reported as 753, and construction service reported as assisting 464 motorists.

Also during the quarter, interviews were held for the dedicated FSP Public Safety Dispatcher position, and the position was filled on May 1, 2013.



STREETS & ROADS

PROJECT O

Regional Capacity Program

Status: Regional Capacity Program – Call for Projects Underway

Contact: Roger Lopez, Planning
(714) 560-5438

Summary: The programming recommendations stemming from the 2013 Regional Capacity Program Call for Projects was approved by the Board on April 8, 2013. The Board approval included 10 projects with approximately \$35 million in funding. Along with the local match component, this amounted to approximately \$97 million in road improvements across the County. All projects are scheduled to begin over the next three years. Preparation for the next Call for Projects has begun, with Board approval to release the Call scheduled for August 2013.

Status: Raymond Grade Separation – Design 100% Complete

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: The project located at Raymond Avenue Railroad (RR) crossing will grade separate the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. On August 13, 2012, the Board approved an amendment to the Cooperative Agreement with the City of Fullerton, making OCTA the lead agency for property acquisition and tenant relocation. This right-of-way lead agency change was made as a result of a request made by the City of Fullerton. Required right-of-way acquisition agreements have been executed or are being negotiated. The City has procured a contract for construction management services and will release the advertisement for construction in the fall of 2013. Construction is anticipated to begin by late 2013/early 2014 and is expected to be completed by early-2017.

Status: State College Grade Separation – Design 100% Complete

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: The project located at State College Boulevard RR crossing will grade separate the local street from railroad tracks in the City of Fullerton by taking vehicular traffic under the railroad crossing. On August 13, 2012, the Board approved an amendment to the cooperative agreement with the City of Fullerton, making OCTA the lead agency for property acquisition and tenant relocation. This right-of-way lead agency change was made as a result of a request made by the City. Required right of way acquisition agreements have been executed. OCTA

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obtained right of way certification on June 3, 2013. The City began procurement for a construction manager in May 2013, and will release the advertisement for construction by fall 2013. Construction is anticipated to begin by late 2013/early 2014 and expected to be completed by mid-2016.

Status: Placentia Grade Separation – Construction Underway

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: The project located at Placentia RR crossing will grade separate the local street from railroad tracks in the City of Placentia by building an underpass for vehicular traffic. OCTA is overseeing construction, which continued during the quarter. The main elements of work this quarter included construction of the pump station and retaining walls, completion of the bridge, and beginning construction of new railroad tracks on the bridge. Construction progress is approximately 60 percent complete, and the project is expected to be completed by summer 2014.

Status: Kraemer Grade Separation – Construction Underway

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: The project located at Kraemer RR crossing will grade separate the local street from railroad tracks in the City of Placentia by building an underpass for vehicular traffic. OCTA is overseeing construction which continued during the quarter. The main elements of work this quarter included construction of the pump station, retaining walls, sound walls, and large drainage facilities, in addition to the completion of the bridge, and beginning construction of new railroad tracks on the bridge. Construction progress is approximately 60 percent complete and the project is expected to be completed by summer 2014.

Status: Tustin / Rose Grade Separation – Construction Underway

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: The project located at Tustin Avenue/Rose Drive RR crossing will grade separate the local street from railroad tracks in the Cities of Placentia and Anaheim by building a bridge for vehicular traffic over the railroad crossing. During the quarter, a Limited Notice to Proceed was issued to the contractor on April 22, 2013 to commence construction. The main elements of work included construction administration and project set-up, mobilization of materials and equipment, and utility relocation. Construction is anticipated to be completed by mid-2016.

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Status: Lakeview Grade Separation – Design 100% Complete

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: The project located at Lakeview Avenue RR crossing will grade separate the local street from railroad tracks in the Cities of Anaheim and Placentia by building a bridge for vehicular traffic over the railroad crossing. The design is complete, and construction bid packages are being finalized for advertisement. OCTA is working with Southern California Edison (SCE) to address Buy America compliance issues, which must be resolved for the California Transportation Commission to allocate Trade Corridor Improvement Funds and for OCTA to obtain federal approval to advertise the project. Required right-of-way acquisition agreements have been executed or are being negotiated. Construction is anticipated to begin by the end of 2013, and expected to be completed by early-2016.

Status: Orangethorpe Grade Separation – Construction Underway

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: The project located at Orangethorpe Avenue RR crossing will grade separate the local street from railroad tracks in the Cities of Placentia and Anaheim by building a bridge for vehicular traffic over the railroad tracks. During the quarter, a limited and full notices to proceed were issued to the contractor, and construction began on April 25, 2013. The main elements of work included construction administration and project set-up, mobilization of materials and equipment, and utility relocation. Construction is anticipated to be completed by mid-2016.

PROJECT P

M2 Regional Traffic Signal Synchronization Program (RTSSP)

Status: Construction Underway

Contact: Ron Keith, Planning
(714) 560-5990

Summary: Projects funded as part of the fiscal year (FY) 2011-12 Regional Traffic Signal Synchronization Program (RTSSP) Call for Projects are all underway with some having finished construction, and are in the 2 year Operations and Maintenance phase. These projects cover 157 miles with 563 intersections.

OCTA awarded 24 projects totaling over \$9,696,236 as part of the FY 2012–13 RTSSP Call for Projects in April 2012. These projects cover 141 miles with 534 intersections. All participants are implementing their respective projects. OCTA was designated to act as lead agency for seven of these projects that began in July 2012. All interagency agreements have been



executed and Contract Task Orders have been executed with start of construction in June 2013.

The most recent FY 2013-14 RTSSP Call for Projects applications were received on October 26, 2012. Eighteen applications were received that exceeded the allocated budget for the first time since the inception of the program. Fourteen projects were approved by the Board of Directors on April 8, 2013. Fifteen million dollars was allocated for RTSSP projects for FY 2013-14. OCTA is the lead administrator of nine of the fourteen projects. These 14 projects cover 108.5 miles with 829 intersections at a cost totaling \$19,424,226.

A separate project that works in tandem with the RTSSP projects is the update to the Intelligent Transportation Systems (ITS) Strategic Deployment Plan (SDP) or ITS – SDP. The ITS – SDP is a long range planning document that communicates strategies for ITS deployment for all modes of transportation (auto, mass transit, bicycle, and pedestrian) within Orange County. This update is conducted every five years and has been reviewed internally and is currently out for review to the local agencies.

PROJECT Q

Local Fair Share Program

Summary: All local agencies have been found eligible to receive M2 Local Fair Share funds. On a bi-monthly basis, 18 percent of net revenues are allocated to local agencies by formula. As of June 30, 2013, approximately \$88.6 million in Local Fair Share payments have been provided to local agencies.

Contact: Vicki Austin, Finance
(714) 560-5692

See page 38 for funding allocation by local agency.



TRANSIT PROGRAMS

PROJECT R

High Frequency Metrolink Service



Status: Metrolink Grade Crossing Improvements – **Project Complete**

Contact: Dinah Minter, Rail
(714) 560-5740

Summary: Enhancement of the designated 52 Orange County at-grade rail-highway crossings was completed as part of the Metrolink Service Expansion Program (MSEP). Completion of the safety improvements provides each corridor city with the opportunity to establish a “quiet zone” at their respective crossings. Quiet zones are intended to prohibit the sounding of train horns through designated crossings, except in the case of emergencies, construction work, or safety concerns identified by the train engineer. The cities of Anaheim, Tustin, Orange, Santa Ana, Irvine, San Juan Capistrano, Dana Point, and San Clemente have established quiet zones within their communities.

Status: MSEP – Service Ongoing

Contact: Dinah Minter, Rail
(714) 560-5740

Summary: Following the completion of Metrolink Service Expansion Program (MSEP) improvements in 2011, OCTA deployed a total of ten new Metrolink intra-county trains operating between Fullerton and Laguna Niguel/Mission Viejo, primarily during mid-day and evening hours. Despite reduced price day passes and extensive marketing efforts, ridership on the intra-county MSEP trains remains lower than desired. As a result, OCTA is moving forward with eliminating the OC Link day pass as of July 1, 2013. In addition, OCTA is currently considering options to re-deploy a number of the trains in order to maximize ridership without significantly impacting operating costs, including providing new trips from Orange County to Los Angeles and San Diego counties. OCTA is working with Burlington Northern Santa Fe (BNSF) and the Riverside County Transportation Commission (RCTC) to address any track-sharing issues, and plans to return to the Board with an update in fall 2013. During the quarter, a meeting took place in June with OCTA, BNSF, and RCTC to continue discussing track-sharing issues.

Status: Sand Canyon Grade Separation – Construction Underway

Contact: Rose Casey, Capital Projects
(714) 560-5729

Summary: The project located at Sand Canyon Avenue RR crossing will grade separate the local street from railroad tracks in the City of Irvine by building an underpass for vehicular traffic. OCTA is



overseeing construction, which continued during the quarter. The main elements of work this quarter included construction of the bridge and pump station, completion of the bridge, and beginning construction of new railroad tracks on the bridge. Construction is approximately 65 percent complete and the project is expected to be completed by mid-2014.

PROJECT S

Transit Extensions to Metrolink

Summary: Metrolink Commuter Rail service provides a high-capacity system that links Orange County, with two-thirds of the county's population within a four-mile radius of a station. Project S establishes a competitive program for local agencies to extend the benefits of rail service by improving transit connectivity to Metrolink stations.

Status: Anaheim Rapid Connection (ARC) Project – Locally Preferred Alternative Presented to OCTA Board

Contact: Kelly Hart, Rail
(714) 560-5725

Summary: OCTA prepared information for Board review regarding the policy decisions associated with the Project S Program along with a comparison of capital costs for peer streetcar projects. Additionally, the City of Anaheim prepared information on ARC project costs and benefits supported by the ARC Alternatives Analysis Report completed last fall. OCTA and the City of Anaheim presented this information to the Board in April and June 2013. OCTA will return to the Board in July to continue the discussion on ARC project milestones.

Status: Santa Ana-Garden Grove Fixed-Guideway Project – Development of Revised Environmental Assessment (EA)/ Environmental Impact Report (EIR)

Contact: Kelly Hart, Rail
(714) 560-5725

Summary: OCTA and the Santa Ana-Garden Grove project team reviewed and addressed comments received from the Federal Transit Administration (FTA) on the Draft EA/EIR for the project. OCTA and the project team held a conference call with FTA in June to review the last remaining comments. Upon final approval from FTA, the report will be released to the public for review and comment. Next quarter, the cities of Santa Ana/Garden Grove will be presenting an overview of the project, along with a schedule of anticipated milestone completion dates.



Status: Bus and Station Van Extension Projects – Services Ongoing for Oakley Vanpool and Anaheim Canyon Connection; Services Pending for Panasonic Vanpool Connection and Cancelled for Invensys Vanpool Connection

Contact: Roger Lopez, Planning
(714) 560-5915

Summary: Four applications were received for the 2012 Project S Call for Project, and all four connections (three van routes plus one bus route) were approved by the Board on July 23, 2012. Service for the Oakley Vanpool connection from Irvine Station began in December 2012, with the Anaheim Canyon Bus Connection (Route 20) from the Anaheim Canyon Metrolink Station beginning on February 25, 2013. As of last quarter, all cooperative agreements between OCTA and the Cities of Lake Forest and Anaheim were fully executed.

During the quarter, the City of Lake Forest requested to delay beginning service for the Panasonic Vanpool connection from Irvine Station until January 2014. Staff will review the request for delay during the September semi-annual review. On May 5, 2013, Invensys Incorporated indicated that they would not be moving forward with the proposed vanpool service from the Irvine Station. Funds specifically allocated to the City of Lake Forest for this service will be returned to the program for use in future calls for projects.

PROJECT T

Convert Metrolink Stations to Regional Gateways that Connect Orange County with High-Speed Rail Systems

Status: Construction Underway

Contact: James Kramer, Rail
(714) 560-5866

Summary: The City of Anaheim continues moving forward on the Anaheim Regional Transportation Intermodal Center (ARTIC). Construction is underway, with activities from this past quarter including completion of the bridge supports for the concourse bridge, installation of the pedestrian and baggage tunnels, grading of bus facilities and other preparation work for the terminal building.

Amendment 2 to Cooperative Agreement C-9-0448, approved by OCTA's Board on February 25, 2013, was brought to the Anaheim City Council who also approved the agreement on April 30, 2013. Construction is on schedule and is anticipated to be complete by late 2014.



PROJECT U

Expand Mobility Choices for Seniors and Persons with Disabilities

Status: Senior Mobility Program – Distributing Funds to City Agencies

Contact: Dana Wiemiller, ACCESS
(714) 560-5718

Summary: More than \$523,000 in M2 Project U funding was disbursed to 26 Senior Mobility Program (SMP) participants during the quarter. Collectively, the cities provided nearly 60,000 trips this quarter for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. OCTA hosted a Senior Mobility Program Forum in May with 24 cities participating. In addition, more than \$598,000 was disbursed to the County of Orange to support the Office on Aging Senior Non-Emergency Medical Transportation Program (SNEMT). In total, more than \$4.5 million in Project U funding has been provided this fiscal year (FY 2012-13) to support the SMP and SNEMT programs.

Status: Fare Stabilization Program – In Progress

Contact: Sean Murdock, Finance
(714) 560-5685

Summary: To stabilize fares for seniors and persons with disabilities, 1 percent of net revenues are dedicated for this purpose. To date, \$5.5 million (through June 2013) has been allocated to stabilize fares for seniors and persons with disabilities. The M2 Ordinance requires that funds be allocated “in an amount equal to the percentage of partial funding of fares for seniors and persons with disabilities as of the effective date of the Ordinance.” As projected revenues declined due to the recession, there was a concern that 1 percent of net revenues would not be sufficient to meet the Ordinance requirements. When the Board approved the Project U guidelines, the Board authorized that any revenues generated by the SMP not claimed by the cities could be used for the Fare Stabilization Program. Since there are four local agencies that do not participate in the SMP, \$0.6 million is available to be transferred from the SMP to the Fare Stabilization Program.

In February 2013, staff provided the Board with a report which indicated the Fare Stabilization Program funding levels may only be sufficient until FY 2019-20. Staff will continue to provide annual updates on the status of the Fare Stabilization Program to the Board, and any necessary amendments to the Fare Stabilization Program will be considered as part of the Ten-Year Comprehensive Program Review which is scheduled to take place in 2016. The next annual update is scheduled to be provided to the Board in December 2013.



PROJECT V

Community Based Transit / Circulators

Status: Call for Projects Applications Approved

Contact: Roger Lopez, Planning
(714) 560-5438

Summary: Program Guidelines for Project V were approved by the Board on November 26, 2012, and the first Call for Projects (issuing up to \$28 million) closed last quarter on March 29, 2013. Five applications were received from the Cities of Dana Point, Huntington Beach, La Habra, Laguna Beach, and Lake Forest. The Board approved all five applications on June 24, 2013, for a total of up to \$9.8 million. The funding will be used to begin new community based transit services slated to be implemented over the next year. These include: vanpool services from local employment centers to transportation hubs; special event and seasonal services that operate during heavy traffic periods; and local community circulators that carry passengers between various shopping, medical, and transportation related centers. The next Project V Call for Projects will be held in 2016.

PROJECT W

Safe Transit Stops

Summary: Staff has been meeting to develop guiding principles on how to allocate the funding provided to Project W. To assist with this effort, staff has developed a definition for “busiest bus stops” based on total boardings at each bus stop, completed an inventory of the 100 busiest stops documenting assets in place, commenced an industry review of “best practices” and technology, and initiated multi-disciplinary review of improvements. It is anticipated that staff bring guidelines to the Board in early 2014.

Contact: Scott Holmes, Transit
(714) 560-5710



ENVIRONMENTAL

PROJECT X

Environmental Cleanup

Summary: The M2 Allocation Committee is charged with making recommendations to the Board on the allocation of funds for the Environmental Cleanup Program (Project X). These funds are allocated on a countywide competitive basis to assist agencies in meeting the Clean Water Act standards for controlling transportation-related pollution. Project X is composed of a two-tiered funding process focusing on early priorities (Tier 1), and to prepare for more comprehensive capital investments (Tier 2).

Contact: Dan Phu, Planning
(714) 560-5907

The OCTA Board approved release of the third Tier 1 Call for Projects in March 2013, which concluded in May 2013. Approximately \$2.7 million will be available for the third Tier 1 Call for Projects; anticipated to be approved by the Board in late summer. In June 2013, the Board approved a second Tier 2 Call for Projects, for release on June 19, 2013. This second Call will conclude on September 20, 2013. Staff will be holding workshops and meetings with potential applicants to provide early feedback on their project.

PART OF PROJECTS (A-M)

Freeway Mitigation Program

Summary: The Freeway Mitigation Program provides higher-value environmental benefits such as habitat protection, wildlife corridors, and resource preservation in exchange for streamlined project approvals and greater certainty in the delivery of the 13 M2 freeway projects (A-M).

Contact: Dan Phu, Planning
(714) 560-5907

Restoration Update

To date, the Board has approved 11 restoration projects for funding totaling approximately 400 acres. The five round one projects are currently underway and staff is engaged in the review process as well as facilitating the implementation of these projects.

During the quarter, staff continued to work with the four second round project sponsors (for six different projects), on the technical documents, and draft restoration plans. Upon completion of these technical documents and draft restoration plans, staff will coordinate with the Army Corps of Engineers, State Water Resources Control Board, Calif. Department of Fish & Wildlife (CDFW), and the U.S. Fish and Wildlife Service (USFWS), to achieve consensus for each of the restoration projects. CDFW and USFWS provided concurrence on several of the



restoration plans during this quarter. These included the Irvine Ranch Conservancy and Laguna Canyon Foundation projects for which staff will be executing contracts.

Acquisition Update

As of this quarter, OCTA has acquired approximately 950 acres of open space property in the Trabuco Canyon area and in Brea. From the original \$42 million allocated for the purchase of open space, approximately \$8.5 million (inclusive of the long-term management cost) remains for additional acquisitions, and the funds are expected to be allocated within the next several months. After updating appraisals of the remaining Group 1 (high biological value) properties, staff will engage the Environmental Oversight Committee in determining which properties should receive offers using the remaining funds. Staff is currently finalizing an offer for an additional property. If the transaction is successful, the purchase will be announced near the end of 2013.

Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) Environmental Impact Report/Environmental Impact Statement (EIR/EIS) Update

OCTA staff continues to work towards the release of the draft NCCP/HCP and draft EIR/EIS. Public release of the document is expected to take place in fall 2013 with an anticipated completion of the final NCCP/HCP by 2014.

OCTA began the NCCP/HCP process in summer 2010, and has been working very closely and diligently with the Wildlife Agencies since the early development stages of the NCCP/HCP. Historically, the NCCP/HCP planning process can take between five to 10 years between the initiation and approval of the final documents. OCTA is on target to complete the NCCP/HCP in a shorter timeframe than usual. Typically, an NCCP/HCP is completed prior to acquiring properties or restoring habitat as mitigation measures, but OCTA accelerated the mitigation process by acquiring more than 950 acres of open space lands and funding approximately 400 acres of habitat restoration prior to the completion of the NCCP/HCP. This allowed for protection and restoration of more mitigation properties at lower cost, but also means the acquired lands and funded habitat restoration projects will need to be integrated into the draft NCCP/HCP. This requires investing more time upfront, but will save time and effort toward the end of the NCCP/HCP planning process, and will result in a better outcome. CDFW and USFWS are nearing completion with their review of the draft NCCP/HCP and draft EIR/EIS documents.



PROGRAM MGMT

PROGRAM MANAGEMENT OFFICE

Summary: The Measure M (M1 and M2) Program Management Office (PMO) provides interdivisional coordination for all M-related projects and programs. To ensure agency-wide compliance, the PMO also holds a bi-monthly committee meeting made up of executive directors and key staff from each of the divisions that meets to review key issues and activities within the Measure M programs.

Contact: Tami Warren, PMO
(714) 560-5590

In the fourth quarter, the focus of the PMO has been on several key items. These include:

OCTA Organizational Readiness Assessment

To ensure successful delivery of the Board approved M2020 Plan, an Organizational Readiness Study was initiated in November 2012. The consultant team is anticipated to provide a draft report to staff in the next quarter. The findings to date remain positive, and recommendations are centered around process improvements, staff resource modifications and adjustments to department structure to reflect changes in the work effort as a result of the progression of projects and programs within M2.

2009-12 M2 Performance Assessment

The M2 Ordinance No. 3 requires a performance assessment be conducted every three years to determine how OCTA is performing in terms of delivering the M2 Program. The consultant team worked internally and externally to gather information and review OCTA's performance with regard to M2 for the time period of July 1, 2009 through June 30, 2012. Overall the assessment commends OCTA's commitment to the effective management and delivery of the M2 Program. The final report was completed in early March and was presented to the Board on April 8, 2013, and to the Taxpayers Oversight Committee on April 9, 2013. The assessment included recommendations for improvement and those are being implemented and are anticipated to be in place by the end of the year.

M2 Document Management

The M2 Document Center site is designed to provide a unified approach to saving M2 project and program files. Progress has been made to begin the mass upload of back log Staff Reports and other pertinent documents from years preceding the M drive. Software has been purchased to assist in this effort and is in the process of being set up. To ensure that the document center is populated consistently and that Ordinance No. 3 requirements are met, the PMO has hired consultant services for additional support.



M2 Administrative Cost Safeguards

Both M1 and M2 include 1 percent caps on administrative expenses for salaries and benefits of OCTA administrative staff, but the M2 language sets the cap on an annual basis, whereas the M1 cap was set as an annual average over the life of the measure. In a legal opinion on M2, it was determined that in years where administrative salaries and benefits are above 1 percent, only 1 percent can be allocated with the difference borrowed from other, non-Measure M fund sources. Conversely, in years where administrative salaries and benefits are below 1 percent, OCTA can still allocate the full 1 percent for administrative salaries and benefits but may use the unused portion to repay the amount borrowed from prior years in which administrative salaries and benefits were above 1 percent.

Based on the original M2 revenue projections, OCTA expected to receive \$24.3 billion in M2 funds, with 1 percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined as a result of economic conditions, the funds available to support administrative salaries and benefits have also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of the EAP in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs. One final impact of the EAP is that with the acceleration of the M2 Program, as well as early work on developing a multitude of M2 programs and projects, this requires significant early effort including administrative responsibilities. As with Measure M, this level of effort is expected to decrease as projects are completed, reducing the level of administrative costs below the 1 percent cap, which should balance out over the life of the M2 Program.

As of June 30, 2012 (updated annually), \$8.3 million in administrative/overhead salaries and benefits had been charged to the M2 administrative cap. Based on M2 revenues received through that date, \$3.1 million were available to fund these administrative costs, leaving an amount borrowed of \$5.2 million. OCTA currently has Board approval to use funds from the Orange County Unified Transportation Trust fund, with the idea that those funds will be repaid with interest in other years that OCTA administrative costs fall below the 1 percent cap. Efforts are ongoing to monitor the administrative salaries and benefits impact to the 1 percent cap provision within M2.

Staff continues to meet quarterly to review all labor costs to ensure proper cost allocation to both M1 and M2. Staff met on April 17, 2013, to review the past quarter's labor reports to

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ensure costs attributed to the 1 percent cap were accurately reported and are not misplaced project related costs as well as to ensure project costs were applied to the correct projects. Any misplaced charges are routinely corrected.

Additionally, as a result of suggestions received through the 2009-2012 M2 Performance Assessment report, staff will look at allocating grant funding and state planning funds more precisely to those areas that are subject to the 1 percent administration cap and review OCTA's cost allocation plan to ensure that administrative charges are appropriately captured. This review is underway and any changes identified will be included in the cost allocation plan which is anticipated to take place in the fall.

Key Upcoming Activities

During the next quarter, the PMO will present to the Board in August and September an M2020 Plan Review and will continue to work with the consultant team on the Organizational Assessment.



FINANCE MATTERS

M2 FINANCING

Revenue Forecast and Collection

Summary: OCTA contracts with three universities to provide a long-range forecast of taxable sales to project Measure M2 revenues for purposes of planning projects and program expenditures. Annually, OCTA takes an average of the three university projections and incorporates this to develop a long-range forecast of Measure M2 taxable sales. Original projections in 2005 estimated total nominal M2 sales tax collections at \$24.3 billion. Additionally, as required by law, OCTA pays the State Board of Equalization (SBOE) a fee to collect the sales tax. The M2 Ordinance estimated this fee to be 1.5 percent of the revenues collected over the life of the program.

Contact: Sean Murdock, Finance
(714) 560-5685

Current Forecast

After establishing the FY 2011-12 and FY 2012-13 growth rates, staff utilized the blended growth rates from the universities for the remaining years in the M2 period (FY 2013-14 through FY 2040-41) and determined that yields total nominal M2 sales tax collections of \$15.4 billion. Based on the original 2005 projection of \$24.3 billion, current projections are \$8.9 billion less over the life of the program. This projection is up from the lowest point in 2010 when the revenue projections were \$13.7 billion or \$10.6 billion less than the original projections. An update on this annual projection based on new university projections will be provided to the Board in August 2013.

Quarterly, this information is updated based on the actual revenues received for the past quarter. Sales tax receipts are 0.04 percent above the amount assumed for the budget. Sales tax receipts from the SBOE for the period increased 5.5 percent from the same period last year. It is estimated that given the final sales tax receipts for FY 2011-12, the year-to-date sales tax receipts for FY 2012-13, coupled with the long-term sales tax growth rate forecasts, that the revenue forecast for the life of the M2 Program will be approximately \$15.4 billion. The revenue forecast for the life of the M2 Program varies on a quarterly basis due to actual receipts being updated quarterly. Over the last four quarters, the forecast has ranged between \$15.3 billion and \$15.6 billion.

SBOE Fee Charged

OCTA monitors the fee on a quarterly basis. For the M2 Program, inception to date, the SBOE fee has not exceeded the 1.5 percent assumed in the ordinance. The fee collected for this quarter was 0.96 percent.

Measure M2

Progress Report



Schedule 1

Measure M2

Schedule of Revenues, Expenditures and Changes in Fund Balance

as of June 30, 2013

(Unaudited)

(\$ in thousands)	Quarter Ended June 30, 2013	Year to Date June 30, 2013 (A)	Period from Inception to June 30, 2013 (B)
Revenues:			
Sales taxes	\$ 69,272	\$ 265,632	\$ 578,886
Other agencies' share of Measure M2 costs:			
Project related	19218	81,718	140,683
Non-project related	-	-	-
Interest:			
Operating:			
Project related	-	-	-
Non-project related	(106)	1,791	2,276
Bond proceeds	(129)	5,921	15,266
Debt service	4	12	32
Commercial paper	-	-	395
Capital Grants	-	-	-
Right-of-way leases	43	113	352
Miscellaneous:			
Project related	13	13	13
Non-project related	7	7	7
Total revenues	<u>88,321</u>	<u>355,210</u>	<u>737,910</u>
Expenditures:			
Supplies and services:			
State Board of Equalization (SBOE) fees	806	2,661	5,772
Professional services:			
Project related	8,096	28,364	157,266
Non-project related	716	2,249	7,990
Administration costs:			
Project related	1,345	5,155	17,877
Non-project related	2,393	7,697	26,146
Other:			
Project related	97	251	718
Non-project related	48	84	3,496
Payments to local agencies:			
Project related	37,981	86,762	223,873
Non-project related	-	-	-
Capital outlay:			
Project related	39,299	96,321	216,881
Non-project related	-	-	32
Debt service:			
Principal payments on long-term debt	-	6,410	6,410
Interest on long-term debt and commercial paper	36	22,509	49,707
Total expenditures	<u>90,817</u>	<u>258,463</u>	<u>716,168</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(2,496)</u>	<u>96,747</u>	<u>21,742</u>
Other financing sources (uses):			
Transfers out:			
Project related	(922)	(2,821)	(5,881)
Non-project related	-	-	-
Transfers in:			
Project related	-	1	26,503
Non-project related	-	-	-
Bond proceeds	-	-	358,593
Total other financing sources (uses)	<u>(922)</u>	<u>(2,820)</u>	<u>379,215</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ (3,418)</u>	<u>\$ 93,927</u>	<u>\$ 400,957</u>

Measure M2

Progress Report



Schedule 2

Measure M2

Schedule of Calculations of Net Tax Revenues and Net Bond Revenues (Debt Service) as of June 30, 2013 (Unaudited)

(\$ in thousands)	Quarter Ended June 30, 2013 (actual)	Year Ended June 30, 2013 (actual) (C.1)	Period from Inception through June 30, 2013 (actual) (D.1)	Period from July 1, 2013 through March 31, 2041 (forecast) (E.1)	Total (F.1)
Tax revenues:					
Sales taxes	\$ 69,272	\$ 265,632	\$ 578,886	\$ 14,903,739	\$ 15,482,625
Operating interest	(106)	1,791	2,276	356,899	359,175
Subtotal	<u>69,166</u>	<u>267,423</u>	<u>581,162</u>	<u>15,260,638</u>	<u>15,841,800</u>
Other agencies' share of M2 costs	-	-	-	-	-
Miscellaneous	7	7	7	-	7
Total tax revenues	<u>69,173</u>	<u>267,430</u>	<u>581,169</u>	<u>15,260,638</u>	<u>15,841,807</u>
Administrative expenditures:					
SBOE fees	806	2,661	5,772	223,646	229,418
Professional services, non-project related	607	1,933	4,830	101,329	106,159
Administration costs, non-project related	2,393	7,697	26,146	142,331	168,477
Transfer outs, non-project related	-	-	-	20,862	20,862
Other, non-project related	48	84	3,496	26,822	30,318
Capital outlay, non-project related	-	-	32	-	32
Environmental cleanup	1,496	2,072	4,055	305,213	309,268
Total expenditures	<u>5,350</u>	<u>14,447</u>	<u>44,331</u>	<u>820,203</u>	<u>864,534</u>
Net tax revenues	<u>\$ 63,823</u>	<u>\$ 252,983</u>	<u>\$ 536,838</u>	<u>\$ 14,440,435</u>	<u>\$ 14,977,273</u>
Bond revenues:					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 358,593	\$ 1,500,000	\$ 1,858,593
Interest revenue from bond proceeds	(129)	5,921	15,266	32,000	47,266
Interest revenue from debt service funds	3	15	32	58,036	58,068
Interest revenue from commercial paper	-	-	395	-	395
Total bond revenues	<u>(126)</u>	<u>5,936</u>	<u>374,286</u>	<u>1,590,036</u>	<u>1,964,322</u>
Financing expenditures and uses:					
Professional services, non-project related	109	316	3,160	-	3,160
Bond debt principal	-	6,410	6,410	1,866,855	1,873,265
Bond debt and other interest expense	36	22,509	49,707	1,627,325	1,677,032
Total financing expenditures and uses	<u>145</u>	<u>29,235</u>	<u>59,277</u>	<u>3,494,180</u>	<u>3,553,457</u>
Net bond revenues (debt service)	<u>\$ (271)</u>	<u>\$ (23,299)</u>	<u>\$ 315,009</u>	<u>\$ (1,904,144)</u>	<u>\$ (1,589,135)</u>

Measure M2

Progress Report



Schedule 3

Measure M2 Schedule of Revenues and Expenditures Summary as of June 30, 2013 (Unaudited)

Project	Description	Net Tax Revenues Program to Date Actual	Total Net Tax Revenues	Project Budget	Estimate at Completion
(G)		(H)	(I)	(J)	(K)
(\$ in thousands)					
Freeways (43% of Net Tax Revenues)					
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 21,160	\$ 590,331	\$ 589,184	\$ 589,184
B,C,D	I-5 Santa Ana/San Diego Freeway Improvements	53,358	1,488,639	1,171,382	1,171,382
E	SR-22 Garden Grove Freeway Access Improvements	5,402	150,723	150,721	150,721
F	SR-55 Costa Mesa Freeway Improvements	16,477	459,705	456,043	456,043
G	SR-57 Orange Freeway Improvements	11,647	324,933	289,851	289,851
H,I,J	SR-91 Riverside Freeway Improvements	40,910	1,141,349	1,125,129	1,125,129
K,L	I-405 San Diego Freeway Improvements	62,691	1,749,013	1,012,667	1,012,667
M	I-605 Freeway Access Improvements	900	25,120	25,120	25,120
N	All Freeway Service Patrol	6,753	188,404	188,404	188,404
	Freeway Mitigation	11,542	322,011	281,409	281,409
	Subtotal Projects	230,840	6,440,228	5,289,910	5,289,910
	Net (Bond Revenue)/Debt Service	-	-	1,150,317	1,150,317
	Total Freeways	\$ 230,840	\$ 6,440,228	\$ 6,440,227	\$ 6,440,227
	%				43.0%
Street and Roads Projects (32% of Net Tax Revenues)					
O	Regional Capacity Program	\$ 53,684	\$ 1,497,746	\$ 1,286,022	\$ 1,286,022
P	Regional Traffic Signal Synchronization Program	21,473	599,072	598,655	598,655
Q	Local Fair Share Program	96,631	2,695,909	2,695,909	2,695,909
	Subtotal Projects	171,788	4,792,727	4,580,586	4,580,586
	Net (Bond Revenue)/Debt Service	-	-	212,141	212,141
	Total Street and Roads Projects	\$ 171,788	\$ 4,792,727	\$ 4,792,727	\$ 4,792,727
	%				32.0%

Continues on following page

Measure M2

Progress Report



Measure M2 Schedule of Revenues and Expenditures Summary as of June 30, 2013 (Unaudited)

Variance Total Net Tax Revenues to Est at Completion	Variance Project Budget to Est at Completion	Expenditures through June 30, 2013	Reimbursements through June 30, 2013	Net Project Cost	Percent of Budget Expended
(L)	(M)	(N)	(O)	(P)	(Q)
\$ 1,147	\$ -	\$ 1,404	\$ -	\$ 1,404	0.2%
317,257	-	34,935	7,837	27,098	2.3%
2	-	4	-	4	0.0%
3,662	-	4,963	13	4,950	1.1%
35,082	-	34,107	7,051	27,056	9.3%
16,220	-	21,049	5,330	15,719	1.4%
736,346	-	17,285	1,255	16,030	1.6%
-	-	16	-	16	0.1%
-	-	28	-	28	0.0%
40,602	-	32,271	1,204	31,067	11.0%
1,150,318	-	146,062	22,690	123,372	
(1,150,317)	-	15,628	-	15,628	
\$ 1	\$ -	\$ 161,690	\$ 22,690	\$ 139,000	28.5%
\$ 211,724	\$ -	\$ 224,315	\$ 80,142	\$ 144,173	11.2%
417	-	2,693	272	2,421	0.4%
-	-	88,600	-	88,600	3.3%
212,141	-	315,608	80,414	235,194	
(212,141)	-	13,624	-	13,624	
\$ -	\$ -	\$ 329,232	\$ 80,414	\$ 248,818	51.0%

Measure M2

Progress Report



Schedule 3

Measure M2 Schedule of Revenues and Expenditures Summary as of June 30, 2013 (Unaudited)

Project	Description	Net Tax Revenues Program to Date Actual	Total Net Tax Revenues	Project Budget	Estimate at Completion
(G)		(H)	(I)	(J)	(K)
(\$ in thousands)					
Transit Projects (25% of Net Tax Revenues)					
R	High Frequency Metrolink Service	\$ 48,059	\$ 1,340,789	\$ 1,243,207	\$ 1,243,207
S	Transit Extensions to Metrolink	47,390	1,322,146	1,307,790	1,307,790
T	Metrolink Gateways	10,739	299,598	184,859	184,859
U	Expand Mobility Choices for Seniors and Persons with Disabilities	16,103	449,265	449,265	449,265
V	Community Based Transit/Circulators	10,734	299,466	299,466	299,466
W	Safe Transit Stops	1,185	33,054	33,054	33,054
		134,210	3,744,318	3,517,641	3,517,641
	Net (Bond Revenue)/Debt Service	-	-	226,677	226,677
	Total Transit Projects	\$ 134,210	\$ 3,744,318	\$ 3,744,318	\$ 3,744,318
	%				25.0%
	Measure M2 Program	\$ 536,838	\$ 14,977,273	\$ 14,977,272	\$ 14,977,272
Environmental Cleanup (2% of Revenues)					
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 11,623	\$ 316,836	\$ 316,836	\$ 316,836
	Total Environmental Cleanup	\$ 11,623	\$ 316,836	\$ 316,836	\$ 316,836
	%				2.0%
Taxpayer Safeguards and Audits					
	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 8,683	\$ 232,239	\$ 232,239	\$ 232,239
	%				1.5%
	Oversight and Annual Audits (1% of Revenues)	\$ 5,812	\$ 158,418	\$ 158,418	\$ 158,418
	%				1.0%
	Total Measure M Program	\$ 548,461	\$ 15,294,109	\$ 15,294,108	\$ 15,294,108

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Measure M2

Progress Report



Measure M2 Schedule of Revenues and Expenditures Summary as of June, 2013 (Unaudited)

Variance Total Revenues to Est at Completion (L)	Variance Project Budget to Est at Completion (M)	Expenditures through June 30, 2013 (N)	Reimbursements through June 30, 2013 (O)	Net Project Cost (P)	Percent of Budget Expended (Q)
\$ 97,582	\$ -	\$ 128,164	\$ 64,170	\$ 63,994	5.1%
14,356	-	347	19	328	0.0%
114,739	-	13,451	81	13,370	7.2%
-	-	14,793	-	14,793	3.3%
-	-	11	-	11	0.0%
-	-	5	-	5	0.0%
226,677	-	156,771	64,270	92,501	
(226,677)	-	7,922	-	7,922	
<u>\$ -</u>	<u>\$ -</u>	<u>\$ 164,693</u>	<u>\$ 64,270</u>	<u>\$ 100,423</u>	<u>20.6%</u>
<u>\$ 1</u>	<u>\$ -</u>	<u>\$ 655,615</u>	<u>\$ 167,374</u>	<u>\$ 488,241</u>	
<u>\$ -</u>	<u>\$ -</u>	<u>\$ 4,055</u>	<u>\$ 177</u>	<u>\$ 3,878</u>	<u>1.2%</u>
<u>\$ -</u>	<u>\$ -</u>	<u>\$ 4,055</u>	<u>\$ 177</u>	<u>\$ 3,878</u>	<u>0.7%</u>
<u>\$ -</u>	<u>\$ -</u>	<u>\$ 5,772</u>	<u>\$ -</u>	<u>\$ 5,772</u>	<u>2.5%</u>
				<u>1.0%</u>	
<u>\$ -</u>	<u>\$ -</u>	<u>\$ 8,321</u>	<u>\$ 5,184</u>	<u>\$ 3,137</u>	<u>2.0%</u>
				<u>0.5%</u>	
<u>\$ 1</u>	<u>\$ -</u>	<u>\$ 659,670</u>	<u>\$ 167,551</u>	<u>\$ 492,119</u>	

Measure M2

Progress Report



LOCAL FAIR SHARE

Entity	FY 2012-13 Fourth Quarter M2 Funds	M2 Funds To Date
Aliso Viejo	\$187,302.56	\$1,111,281.94
Anaheim	\$1,586,669.06	\$9,566,186.75
Brea	\$266,753.66	\$1,597,343.38
Buena Park	\$427,857.84	\$2,585,206.45
Costa Mesa	\$683,524.73	\$4,022,881.74
County of Orange	\$842,455.80	\$4,986,293.40
Cypress	\$251,413.70	\$1,545,600.28
Dana Point	\$152,742.07	\$910,552.76
Fountain Valley	\$295,078.11	\$1,782,626.79
Fullerton	\$608,450.06	\$3,667,467.31
Garden Grove	\$696,448.81	\$4,213,326.42
Huntington Beach	\$895,879.30	\$5,387,967.88
Irvine	\$1,193,261.97	\$7,159,780.39
La Habra	\$245,231.40	\$1,487,313.59
La Palma	\$91,244.29	\$508,406.53
Laguna Beach	\$121,571.38	\$714,182.40
Laguna Hills	\$157,797.46	\$966,723.50
Laguna Niguel	\$317,399.82	\$1,914,039.78
Laguna Woods	\$60,721.16	\$369,502.06
Lake Forest	\$364,219.60	\$2,205,799.94
Los Alamitos	\$60,491.83	\$365,483.61
Mission Viejo	\$443,868.20	\$2,662,962.36
Newport Beach	\$515,393.77	\$3,057,886.27
Orange	\$763,465.01	\$4,603,041.19
Placentia	\$221,925.98	\$1,331,358.74

Measure M2

Progress Report



Entity	FY 2012-13 Fourth Quarter M2 Funds	M2 Funds To Date
Rancho Santa Margarita	\$198,227.17	\$1,198,226.95
San Clemente	\$258,699.58	\$1,570,288.56
San Juan Capistrano	\$178,786.61	\$1,052,760.66
Santa Ana	\$1,283,020.37	\$7,824,954.75
Seal Beach	\$123,343.56	\$732,632.39
Stanton	\$139,178.70	\$840,562.21
Tustin	\$415,007.35	\$2,463,051.11
Villa Park	\$24,562.66	\$147,075.48
Westminster	\$397,394.14	\$2,406,616.96
Yorba Linda	\$283,065.34	\$1,677,805.15
Total M2 Funds	\$14,752,453.05	\$88,637,189.68

Measure M2

Progress Report



CAPITAL PROGRAM

Capital Projects	Cost Budget/ Forecast	Schedule Plan/Forecast			
	(millions)	Begin Environmental	Complete Environmental	Complete Design	Complete Construction
Freeway Projects:					
I-5, Pico to Vista Hermosa	\$113.0	Jun-09	Dec-11	Oct-13	Feb-18
Project C	\$113.0	Jun-09	Oct-11	Sep-13	Oct-17
I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09	Dec-11	Feb-13	Jan-16
Project C	\$75.6	Jun-09	Oct-11	May-13	May-16
I-5, Pacific Coast Highway to San Juan Creek Rd	\$70.7	Jun-09	Dec-11	Jan-13	Nov-15
Project C	\$69.5	Jun-09	Oct-11	Jan-13	Nov-15
I-5, I-5/Ortega Interchange	\$90.9	Sep-05	Jun-09	Nov-11	Sep-15
Project D	\$81.0	Sep-05	Jun-09	Dec-11	Sep-15
I-5, I-5/Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	N/A	Dec-14	Aug-16
I-5, SR-73 to El Toro Road	TBD	Sep-11	Jun-14	TBD	TBD
Project C & D	\$534.6	Oct-11	May-14	Jun-17	May-22
I-5, I-5/El Toro Road Interchange	TBD	TBD	TBD	TBD	TBD
Project D	TBD	Aug-14	Jul-17	TBD	TBD
I-5, I-405 to SR-55	TBD	Sep-13	Jun-16	TBD	TBD
Project B	TBD	Nov-13	Jul-16	TBD	TBD
I-5, SR-55 to SR-57	TBD	Jul-11	Jun-13	TBD	TBD
Project A	\$46.3	Jun-11	Mar-14	Jan-16	Oct-18
SR-55, I-405 to I-5	TBD	Feb-11	Nov-13	TBD	TBD
Project F	\$274.6	May-11	Oct-14	Oct-17	Aug-21
SR-55, I-5 to SR-91 (Draft)	TBD	TBD	TBD	TBD	TBD
Project F	TBD	Jan-15	Jun-17	TBD	TBD
SR-57 Northbound (NB), Orangewood to Katella (Draft)	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Jul-15	Jun-17	TBD	TBD
SR-57 (NB), Katella to Lincoln	\$78.7	Apr-08	Jul-09	Nov-10	Sep-14
Project G	\$38.5	Apr-08	Nov-09	Dec-10	Sep-14

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

Yellow = Forecast milestone is one to three months later than plan

Red = Forecast milestone is over three months later than plan

Measure M2

Progress Report



CAPITAL PROGRAM

Capital Projects	Cost Budget/ Forecast	Schedule Plan/Forecast			
	(millions)	Begin Environmental	Complete Environmental	Complete Design	Complete Construction
Freeway Projects:					
SR-57 (NB), Katella to Lincoln (Landscape) Project G	N/A N/A	N/A N/A	N/A N/A	N/A Jul-10	N/A Mar-16
SR-57 (NB), Orangethorpe to Yorba Linda Project G	\$80.2 \$57.5	Aug-05 Aug-05	Dec-07 Dec-07	Dec-09 Jul-09	Mar-14 Mar-14
SR-57 (NB), Yorba Linda to Lambert Project G	\$79.3 \$56.5	Aug-05 Aug-05	Dec-07 Dec-07	Dec-09 Jul-09	Jul-14 Dec-13
SR-57 (NB), Orangethorpe to Lambert (Landscape) Project G	N/A N/A	N/A N/A	N/A N/A	N/A Apr-14	N/A Nov-15
SR-57 (NB), Lambert to Tonner Canyon (Draft) Project G	TBD TBD	TBD Jun-16	TBD May-19	TBD TBD	TBD TBD
SR-91 Westbound (WB), I-5 to SR-57 Project H	\$78.1 \$68.3	Jul-07 Jul-07	Apr-10 Jun-10	Feb-12 Apr-12	Apr-16 Apr-16
SR-91, SR-57 to SR-55 Project I	TBD TBD	Feb-14 Feb-14	Sep-16 Sep-16	TBD TBD	TBD TBD
SR-91 (WB), Tustin Interchange to SR-55 Project I	\$49.9 \$48.7	Jul-08 Jul-08	Jul-11 May-11	Mar-13 Feb-13	Jul-16 Jul-16
SR-91, SR-55 to SR-241 Project J	\$128.4 \$81.5	Jul-07 Jul-07	Jul-09 Apr-09	Jan-11 Aug-10	Dec-12 Mar-13
SR-91, SR-55 to SR-241 (Landscape) Project J	N/A N/A	N/A N/A	N/A N/A	N/A Feb-13	N/A Oct-14
SR-91 Eastbound, SR-241 to SR-71 Project J	\$104.5 \$57.8	Mar-05 Mar-05	Dec-07 Dec-07	Dec-08 Dec-08	Nov-10 Jan-11
I-405, I-5 to SR-55 (Draft) Project L	TBD TBD	TBD Sep-14	TBD May-17	TBD TBD	TBD TBD
I-405 Southbound, SR-133 to University Drive (Draft) Project L	TBD TBD	TBD Nov-14	TBD Sep-15	TBD Dec-16	TBD Sep-18

Measure M2

Progress Report



CAPITAL PROGRAM

Capital Projects	Cost Budget/ Forecast	Schedule Plan/Forecast			
	(millions)	Begin Environmental	Complete Environmental	Complete Design	Complete Construction
I-405, SR-55 to I-605 (Design-Build)	TBD	Mar-09	Mar-13	TBD	TBD
Project K	\$1,299.1	Mar-09	Aug-14	Oct-14	Oct-19
I-605, I-605/Katella Interchange (Draft)	TBD	TBD	TBD	TBD	TBD
Project M	TBD	Feb-16	Jan-18	TBD	TBD
Grade Separation Projects:					
Sand Canyon Grade Separation	\$55.6	N/A	Sep-03	Jul-10	May-14
Project R	\$55.6	N/A	Sep-03	Jul-10	Aug-14
Raymond Grade Separation	\$77.2	Feb-09	Nov-09	Aug-12	Mar-16
Project O	\$98.1	Feb-09	Nov-09	Dec-12	Oct-16
State College Grade Separation	\$73.6	Dec-08	Jan-11	Aug-12	Mar-16
Project O	\$80.3	Dec-08	Apr-11	Feb-13	Sep-16
Placentia Grade Separation	\$78.2	Jan-01	May-01	Mar-10	Nov-14
Project O	\$69.4	Jan-01	May-01	Jun-10	Aug-14
Kraemer Grade Separation	\$70.4	Jan-01	Sep-09	Jul-10	Oct-14
Project O	\$66.6	Jan-01	Sep-09	Jul-10	Jul-14
Orangethorpe Grade Separation	\$117.4	Jan-01	Sep-09	Dec-11	Sep-16
Project O	\$107.2	Jan-01	Sep-09	Oct-11	Sep-16
Tustin/Rose Grade Separation	\$103.0	Jan-01	Sep-09	Dec-11	May-16
Project O	\$91.3	Jan-01	Sep-09	Jul-11	May-16
Lakeview Grade Separation	\$70.2	Jan-01	Sep-09	Oct-11	Sep-15
Project O	\$104.6	Jan-01	Sep-09	Jan-13	Jun-16
Ball Grade Separation	TBD	TBD	TBD	TBD	TBD
Project R	TBD	TBD	TBD	TBD	TBD

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Progress Report



CAPITAL PROGRAM

Capital Projects	Cost Budget/Forecast	Schedule Plan/Forecast			
	(millions)	Begin Environmental	Complete Environmental	Complete Design	Complete Construction
Grade Separation Projects:					
17th Street Grade Separation	TBD	TBD	TBD	TBD	TBD
Project R	TBD	TBD	TBD	TBD	TBD
Rail and Station Projects:					
Rail-Highway Grade Crossing Safety Enhancement	\$94.4	Jan-08	Oct-08	Sep-08	Dec-11
Project R	\$94.4	Jan-08	Oct-08	Sep-08	Dec-11
San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Jul-11	Apr-12	Jan-14
Project R	\$6.0	Sep-10	Jul-11	Jun-12	Jan-14
Metrolink Service Expansion Program	\$134.0	May-07	Apr-08	Mar-09	Jun-12
	\$134.0	May-07	Apr-08	Mar-09	Sep-12
Anaheim Rapid Connection	TBD	Jan-09	Oct-14	TBD	TBD
Project S	TBD	Jan-09	Nov-14	TBD	TBD
Santa Ana/Garden Grove Fixed Guideway	TBD	Aug-09	Mar-12	TBD	TBD
Project S	\$252.0	Aug-09	Jan-14	Jul-16	Mar-19
Anaheim Regional Transportation Intermodal Center	\$227.4	Apr-09	Feb-11	Feb-12	Nov-14
Project R & T	\$227.4	Apr-09	Feb-12	May-12	Nov-14

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Orange County

